

Amendments to the claims:

This listing of the claims will replace all prior versions and listings of the claims in the application:

Listing of the Claims:

1. (Currently Amended) A method for the manufacture of a sub-frame for a vehicle, including to produce an aluminium profile [[(1)]], said aluminium profile comprising: a first channel [[(11)]] and a second channel [[(13)]] with an intervening channel [[(12)]], the method comprising:

splitting said first channel [[(11)]] from said second channel [[(13)]] in localized areas by removing wall material from said intervening channel [[(12)]], characterized in:

removing parts of said first channel [[(11)]] to allow the remaining second channel [[(13)]] to be bent in said areas[[,]]; .

forming the profile into the finished shape of the sub-frame, said second channel [[(13)]] defining a load bearing frame[[,]]; and

forming the remaining parts of said first channel [[(11)]] into mounting brackets for wheel suspension members and other external components.

2. (Currently Amended) A method as claimed in claim 1, characterized in that wherein said intervening channel [[(12)]] protrudes outside the adjacent first [[(11)]] and second [[(13)]] channels in ridges [[(19, 29)]], and when splitting the profile to remove said ridges with a knife.

3. (Currently Amended) A method as claimed in claim 1 or 2, characterized in that wherein the profile is split and material is removed in four areas, allowing the profile to be bent into a square frame structure, and closing the frame by welding opposing ends of the profile together.

4. (Currently Amended) A method as claimed in claim 1 or 2, ~~characterized in that wherein~~ the profile is bent into a u-shaped structure which is closed with a cross-member spanning the ends of the second channel [[13]].

5. (Currently Amended) A method for the manufacture of a sub-frame for a vehicle, including to produce an aluminium profile [[(1)]], comprising a first channel [[(11)]] and a second channel, the method comprising:

splitting said first channel [[(11)]] from said second channel [[(13)]] in localized areas by removing wall material from said first channel and leave said second channel [[(13)]] intact, ~~characterized in~~

removing parts of said first channel [[(11)]] to allow the remaining second channel [[(13)]] to be bent in said areas,

forming the profile into the finished shape of the sub-frame, said second channel [[(13)]] defining a load bearing frame, and

forming the first channel [[(11)]] into mounting brackets for wheel suspension members and other external components.

6. (Currently Amended) A sub-frame for a vehicle, including an aluminium profile [[(1)]], comprising a first channel [[(11)]] and a second channel [[(13)]] with an intervening channel [[(12)]], ~~characterized in that wherein portions of the first channel are split from the second channel in localized areas in which wall material from the intervening channel is removed, portions of the first channel are removed, and the second channel is bent along the localized areas, and~~ said second channel [[(13)]] forms a load bearing frame, the first channel [[(11)]] being formed into mounting brackets for wheel suspension members and other external components.

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7. (Currently Amended) A sub-frame as claimed in claim 6, ~~characterized in that~~
wherein the profile forms a square frame structure, which is closed by welding opposing ends
of the profile together.

8. (Currently Amended) A sub-frame as claimed in claim 6, ~~characterized in that~~
wherein the profile forms a u-shaped structure.

9. (Currently Amended) A sub-frame as claimed in claim 8, ~~characterized in that~~
wherein said u-shaped structure is closed with a cross-member spanning the ends of the
profile.

10. (Currently Amended) An aluminium profile including a first channel [(11)] and
a second channel [(13)] with an intervening channel [(12)], ~~characterized in that~~ wherein
said intervening channel [(12)] is protruding outside the adjacent first [(11)] and second
[(13)] channels in ridges [(19, 29)], and portions of the first channel are split from the
second channel in localized areas in which wall material from the intervening channel is
removed, portions of the first channel are removed, and the second channel is bent along the
localized areas.